

FIG. 1

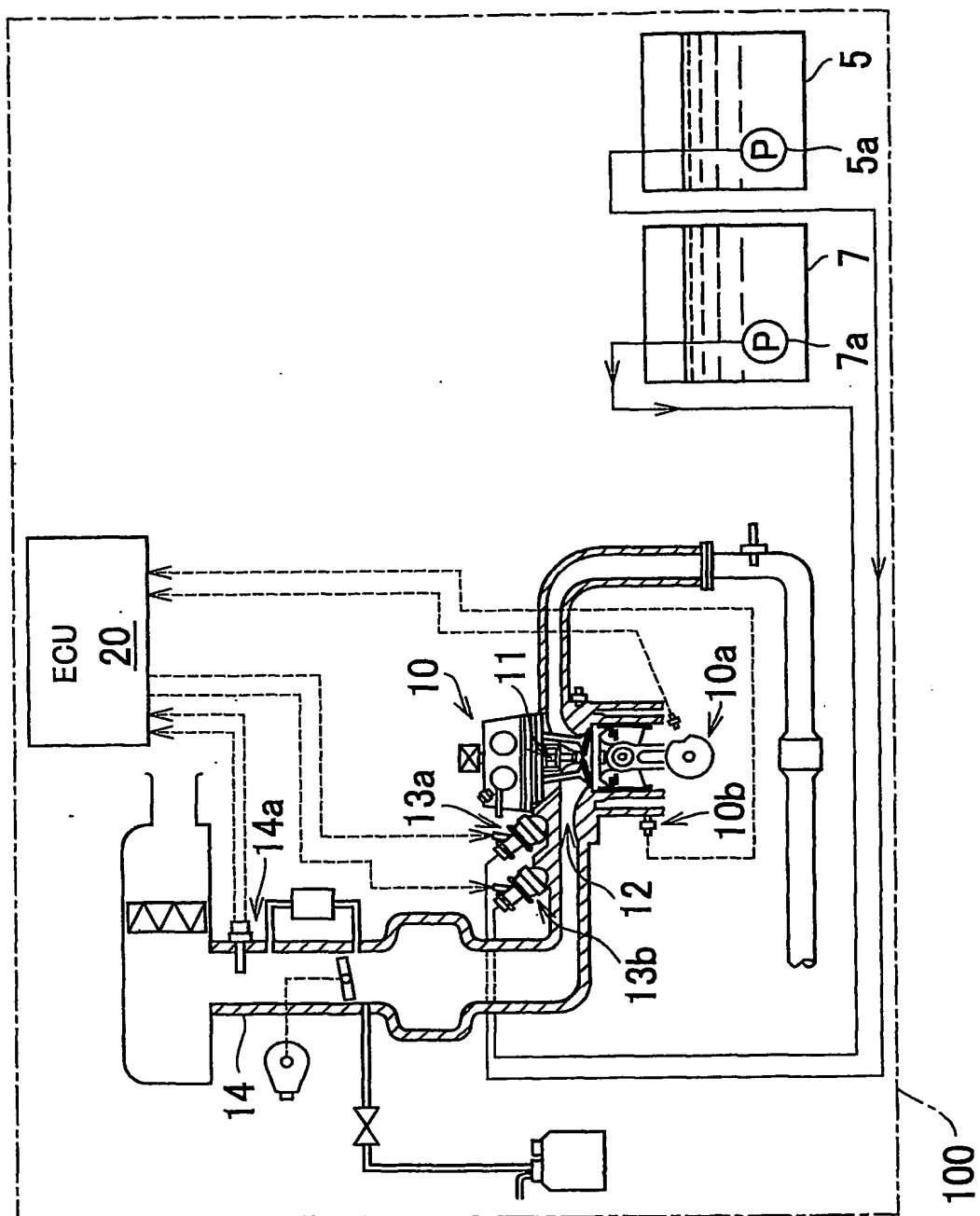
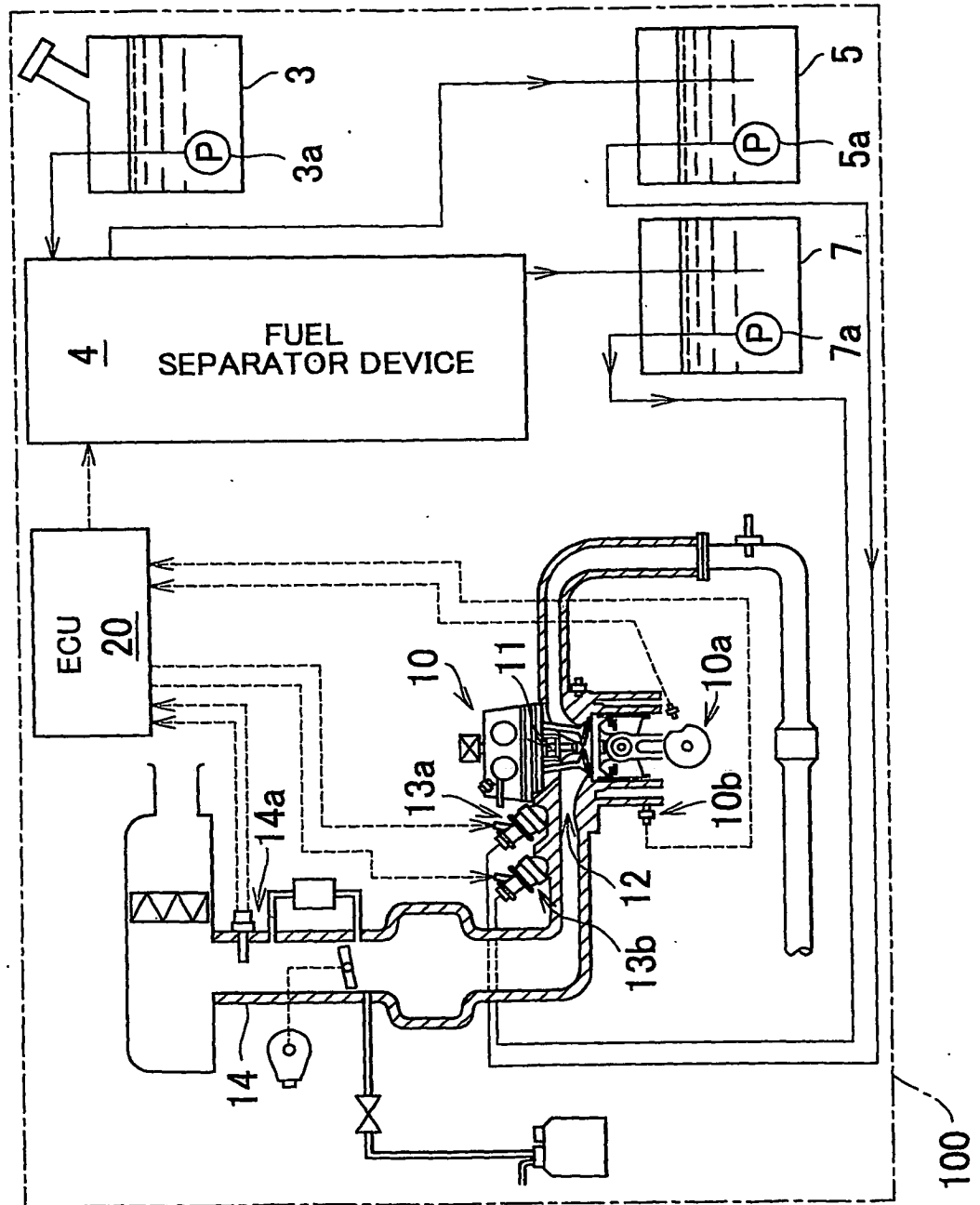
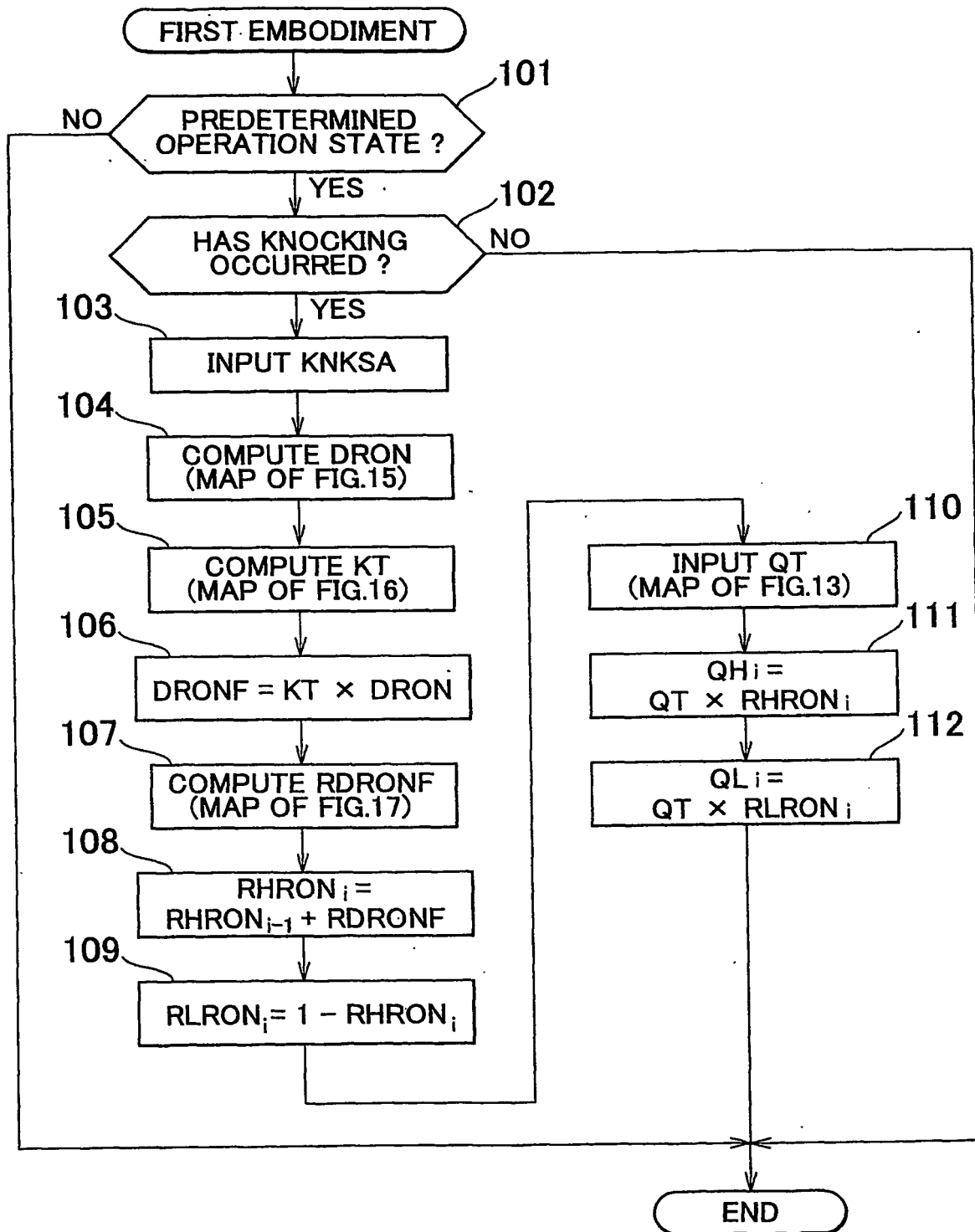


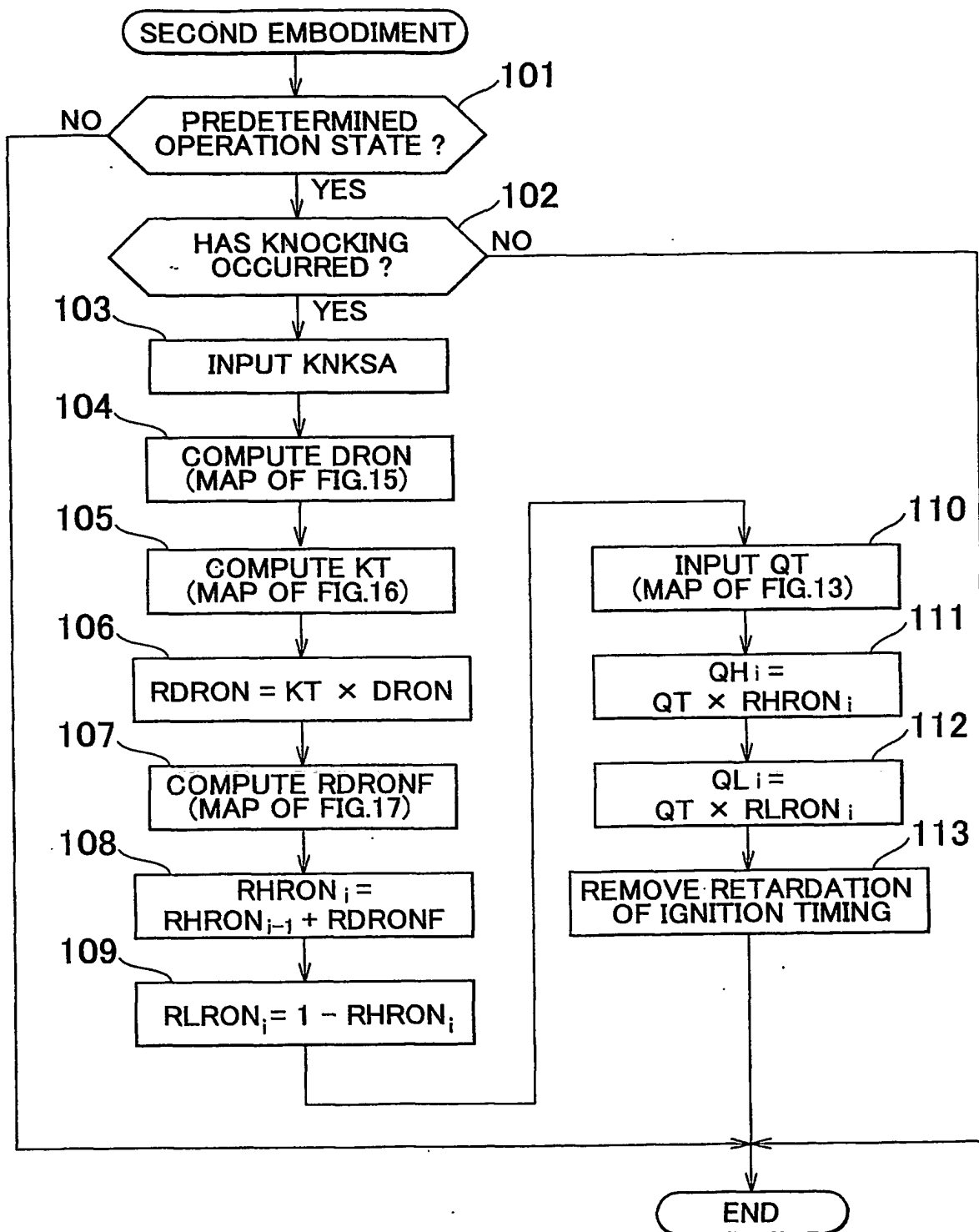
FIG. 2



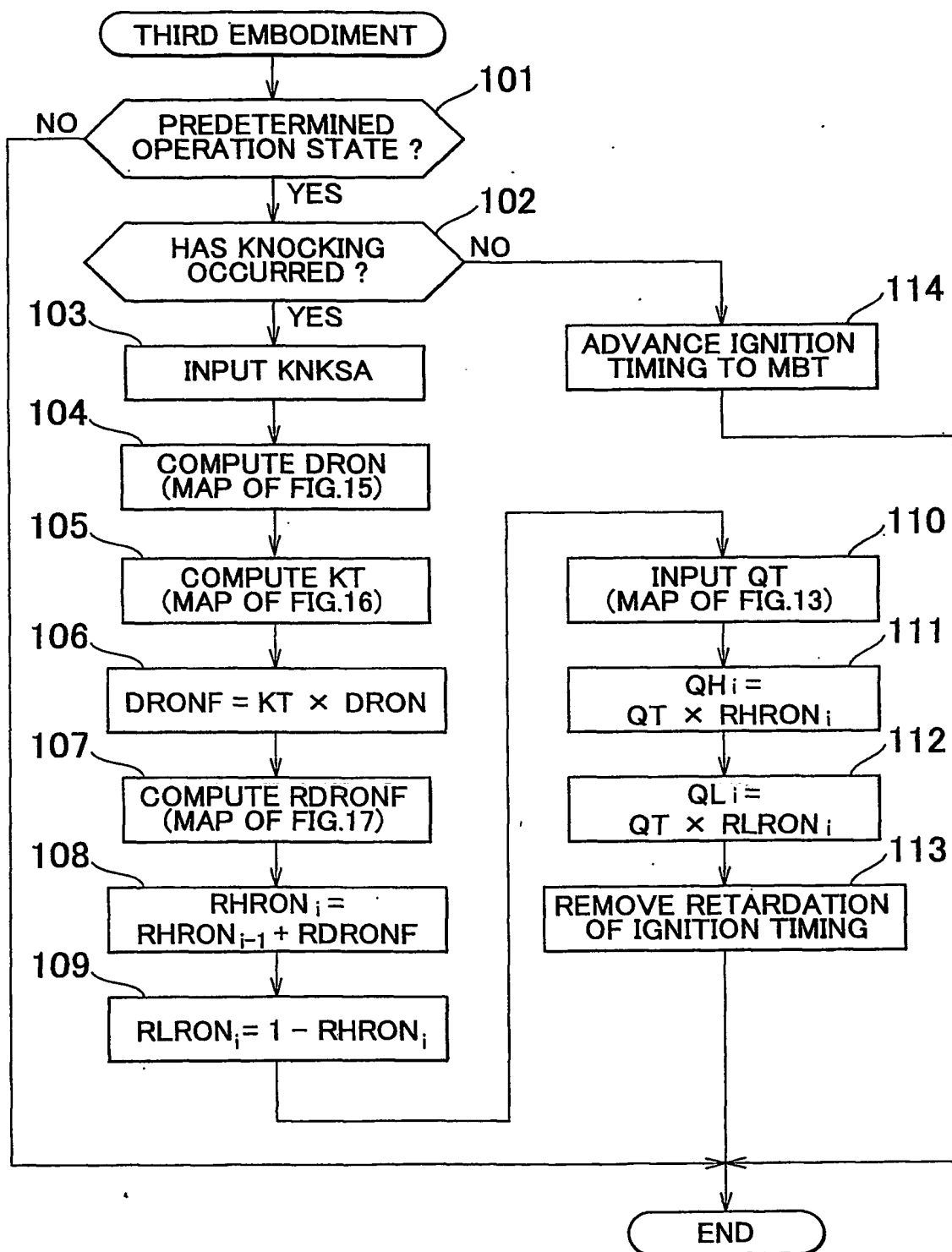
## FIG. 3



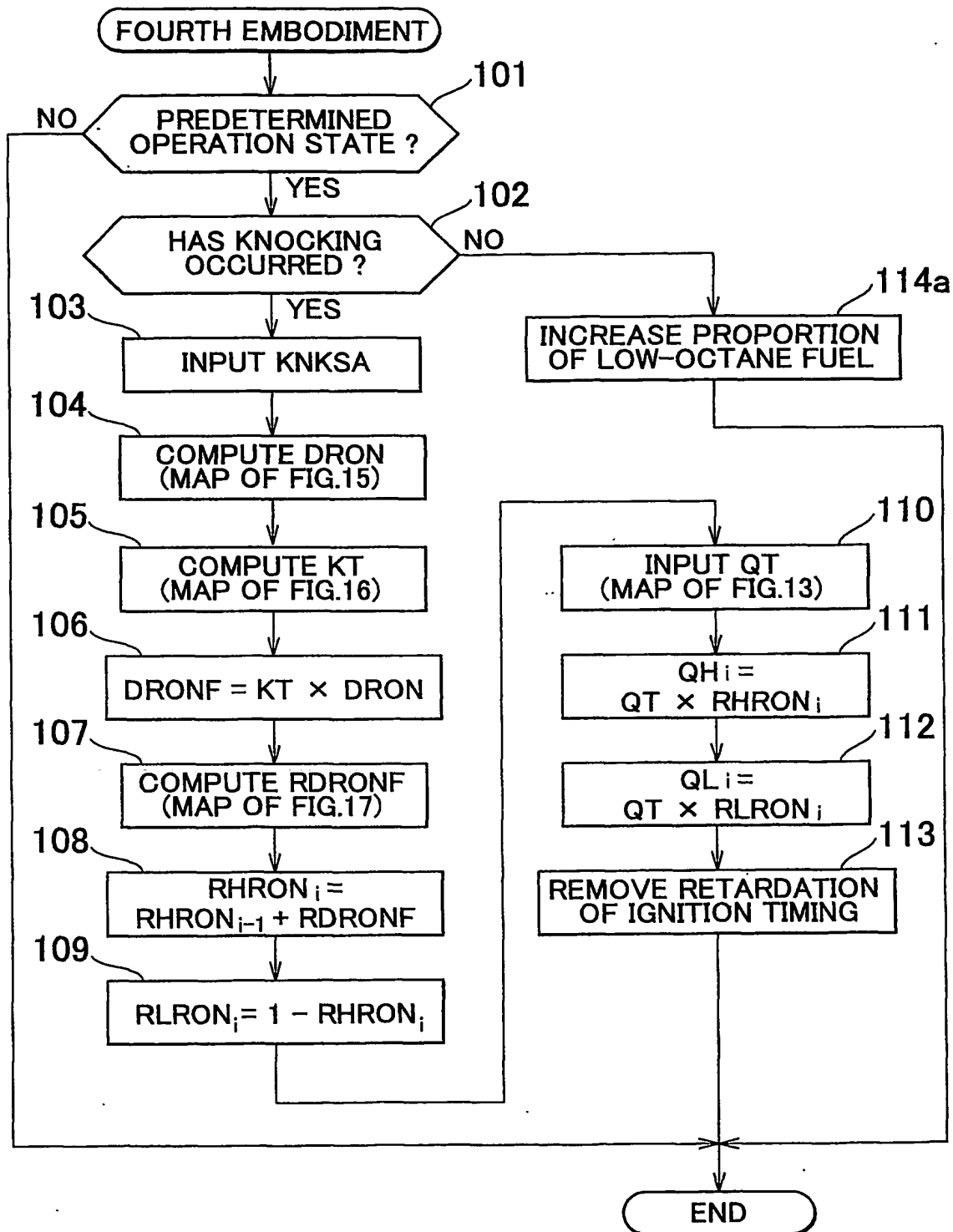
## FIG. 4



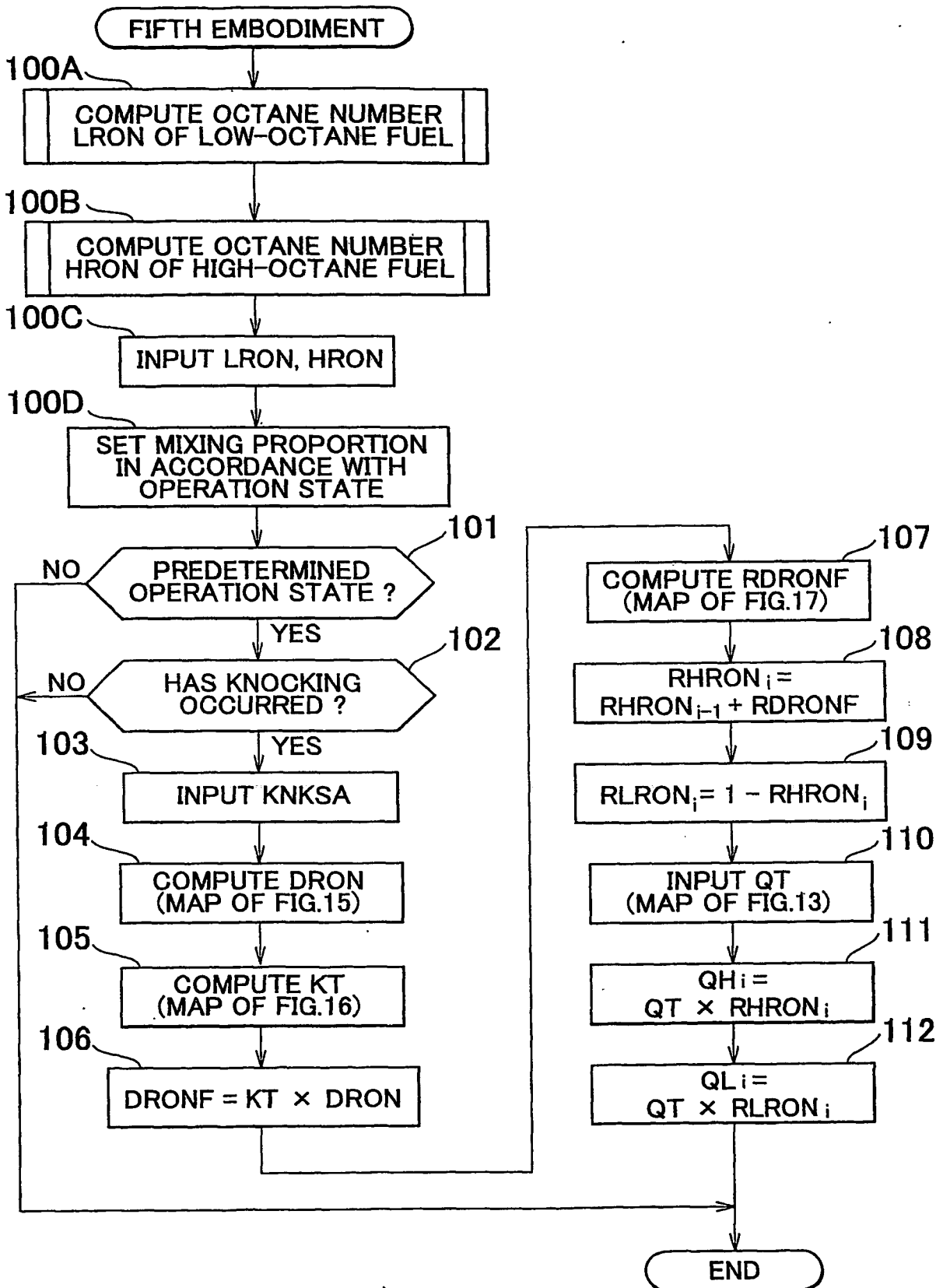
## FIG. 5



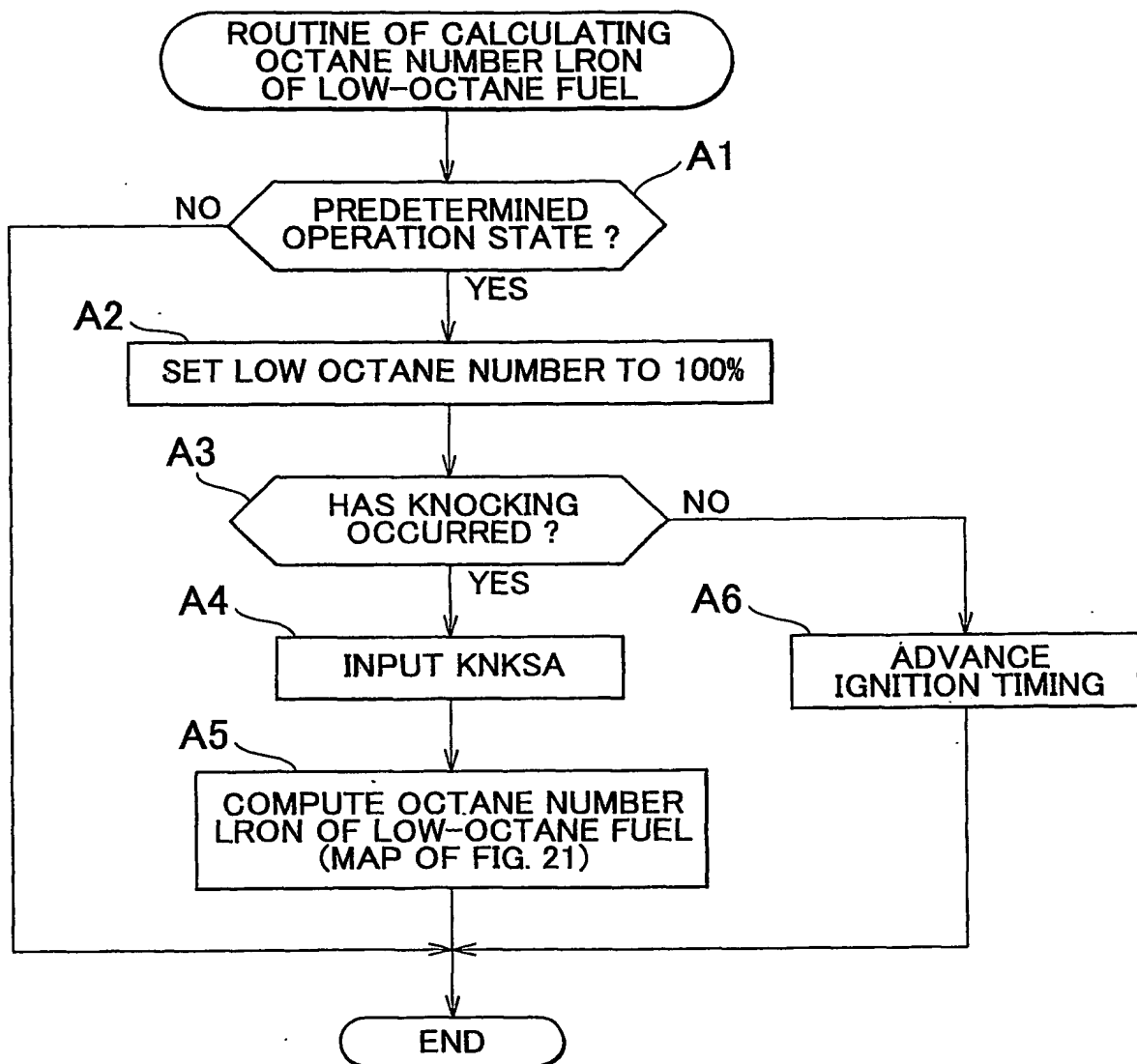
## FIG. 6



## FIG. 7

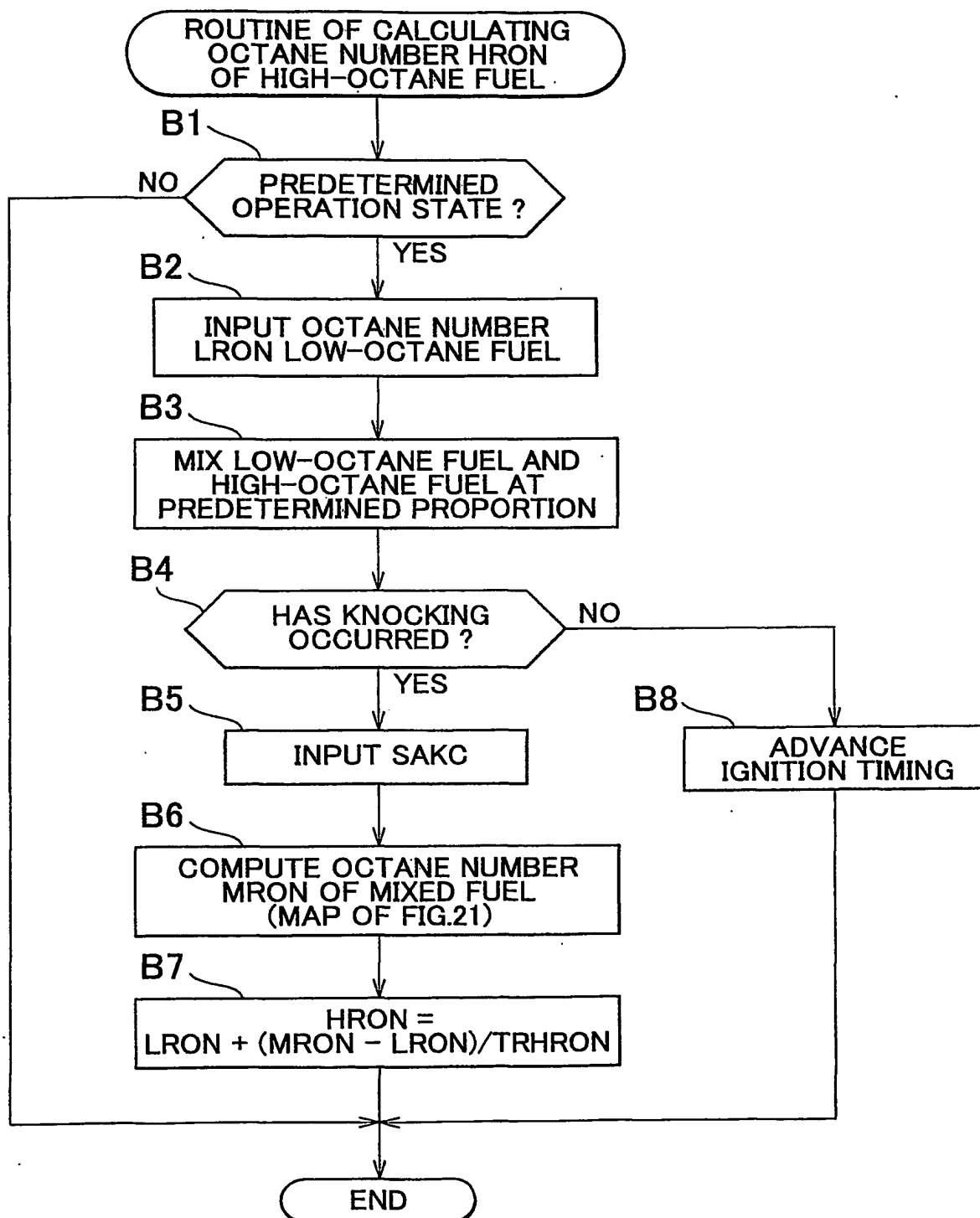


## FIG. 8





## FIG. 9



## FIG. 10

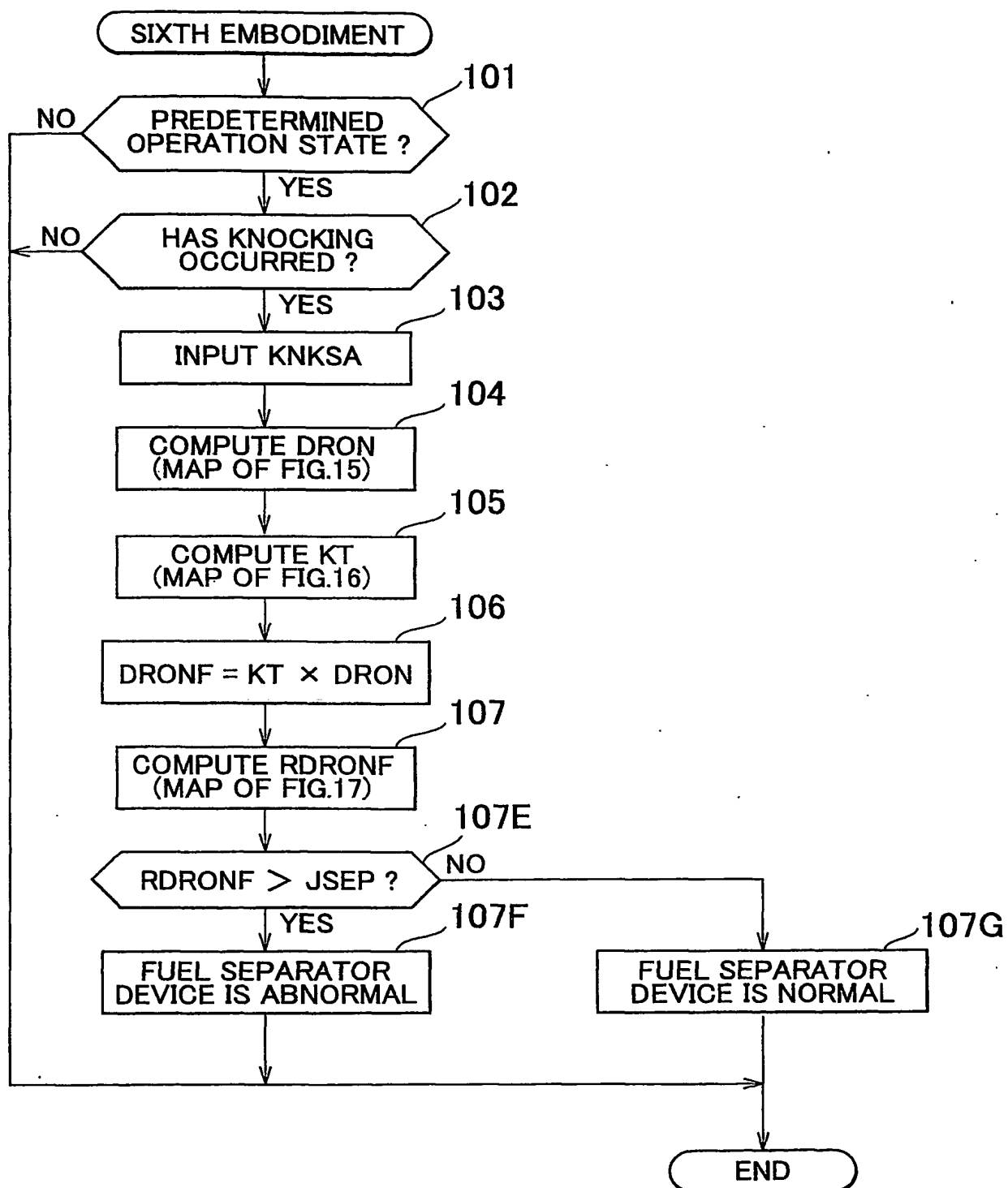


FIG. 11

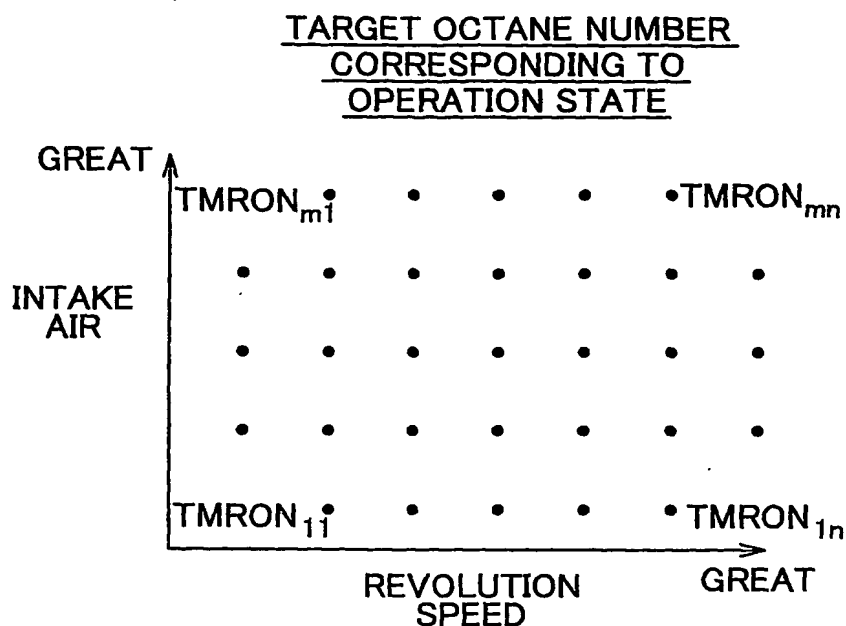
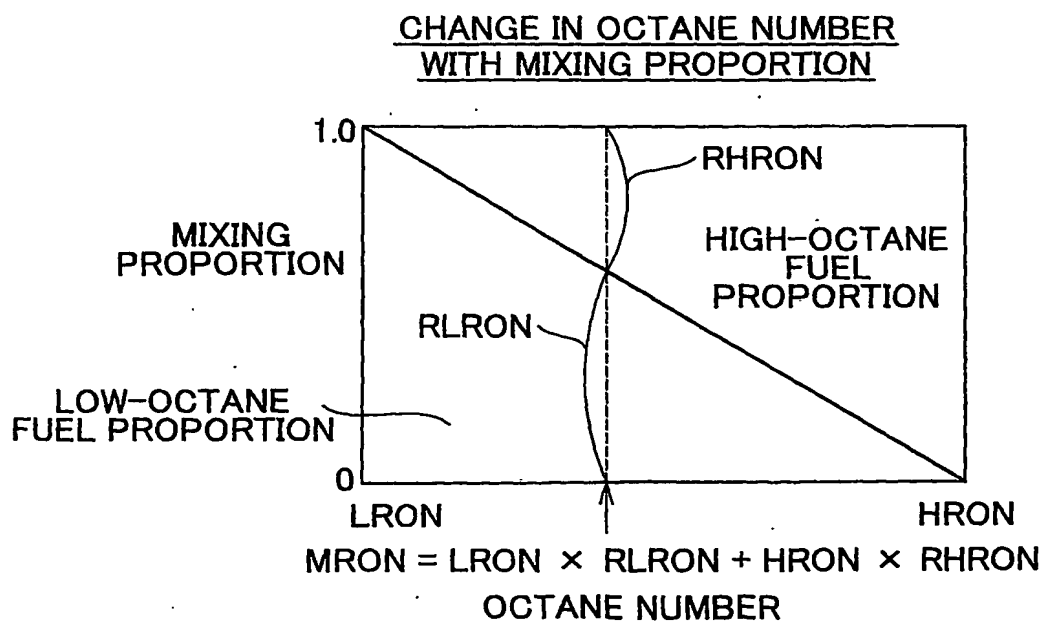
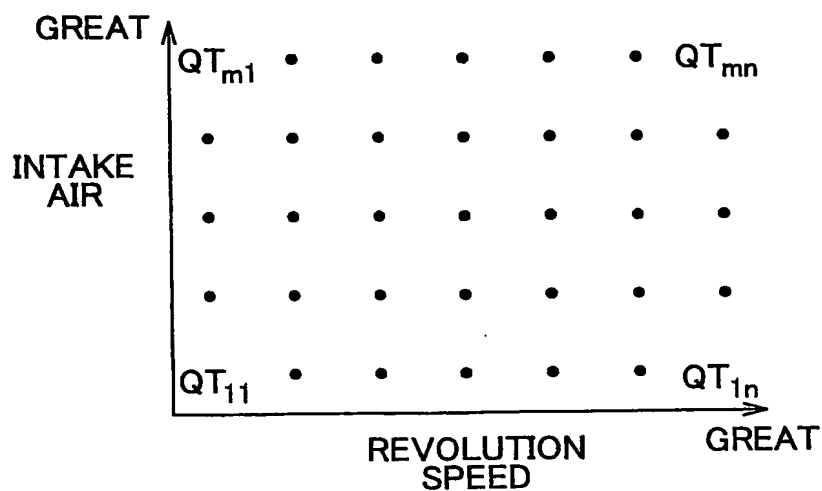


FIG. 12



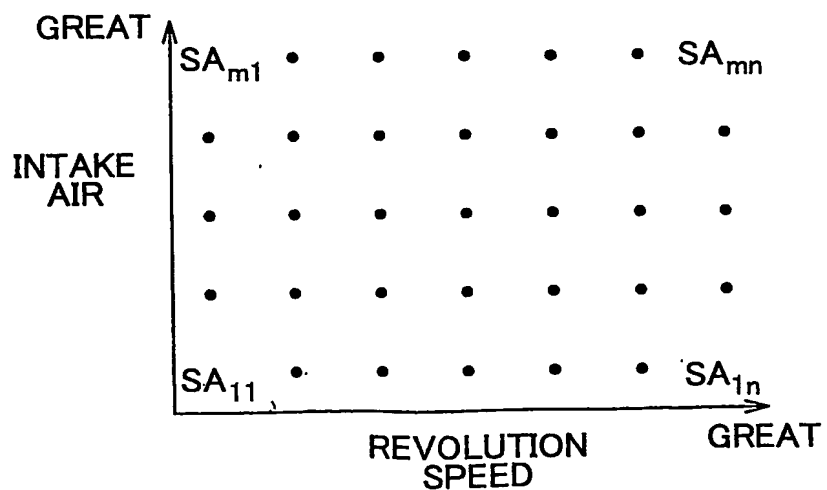
# FIG. 13

## TOTAL FUEL INJECTION QUANTITY CORRESPONDING TO OPERATION STATE



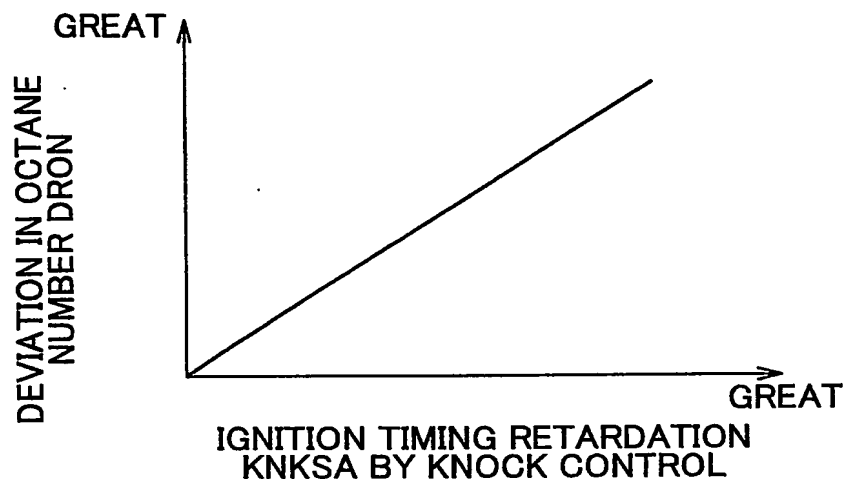
# FIG. 14

## BASIC IGNITION TIMING CORRESPONDING TO OPERATION STATE



# FIG. 15

IGNITION TIMING RETARDATION  
BY KNOCK CONTROL AND DEVIATION  
IN OCTANE NUMBER



# FIG. 16

INTAKE TEMPERATURE-BASED  
CORRECTION VALUE FOR OCTANE  
NUMBER DEVIATION

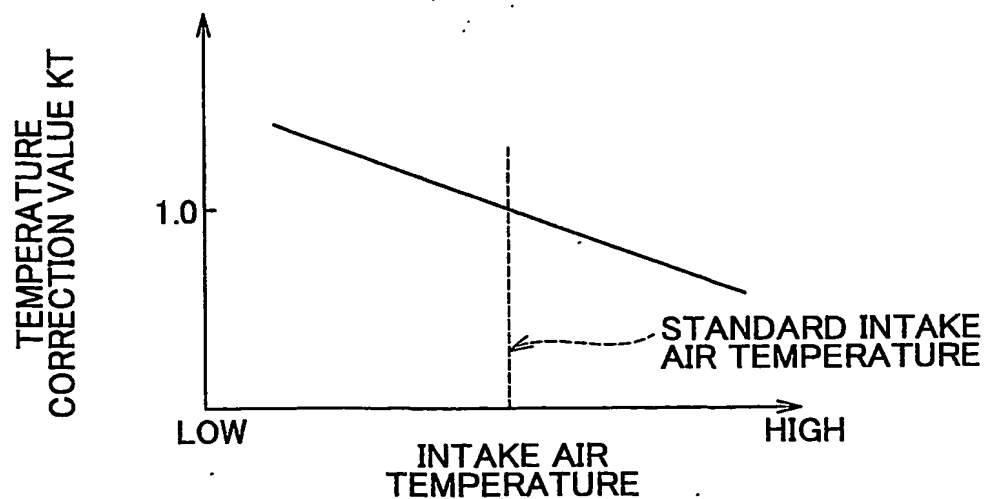


FIG. 17

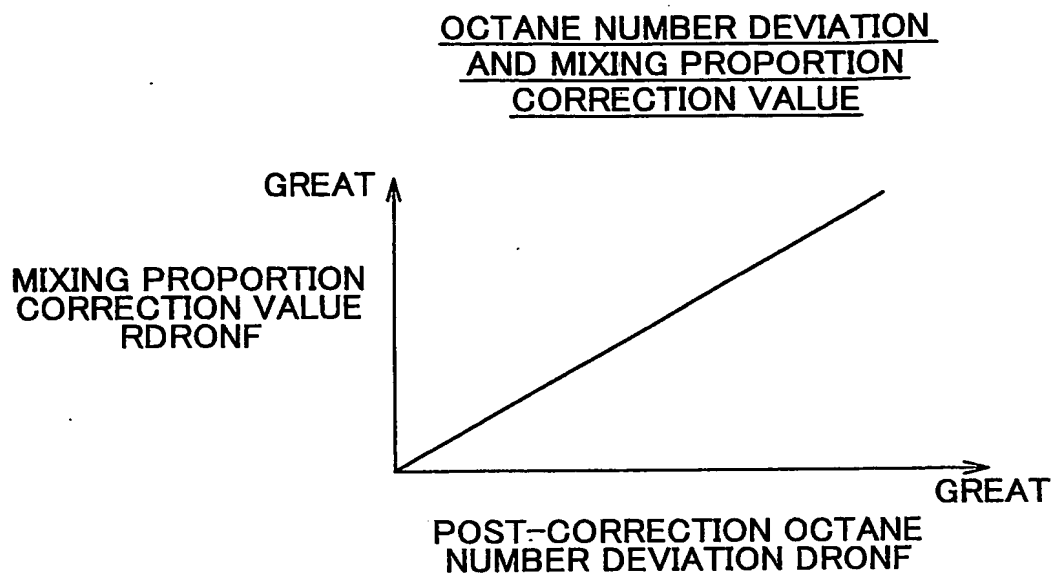


FIG. 18

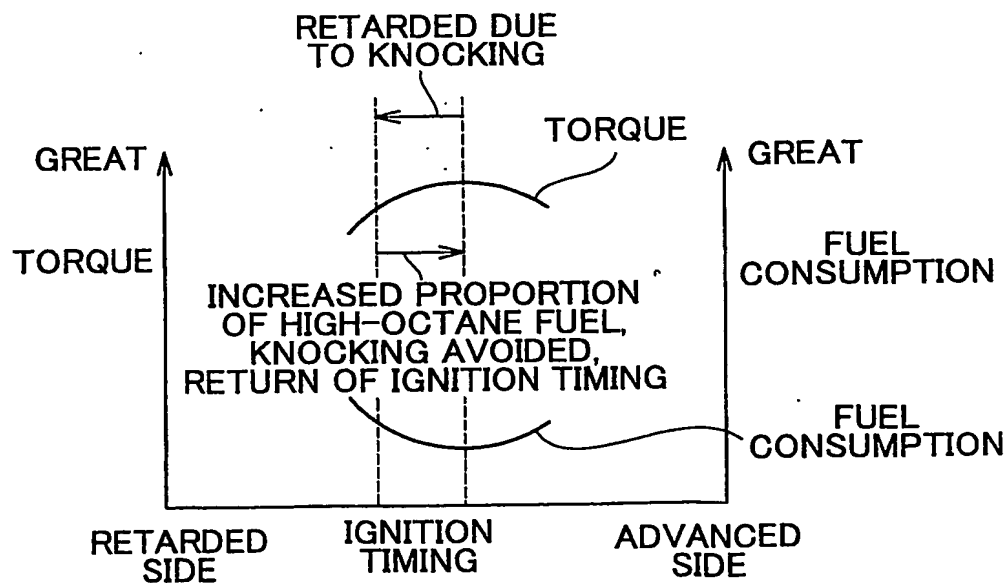


FIG. 19

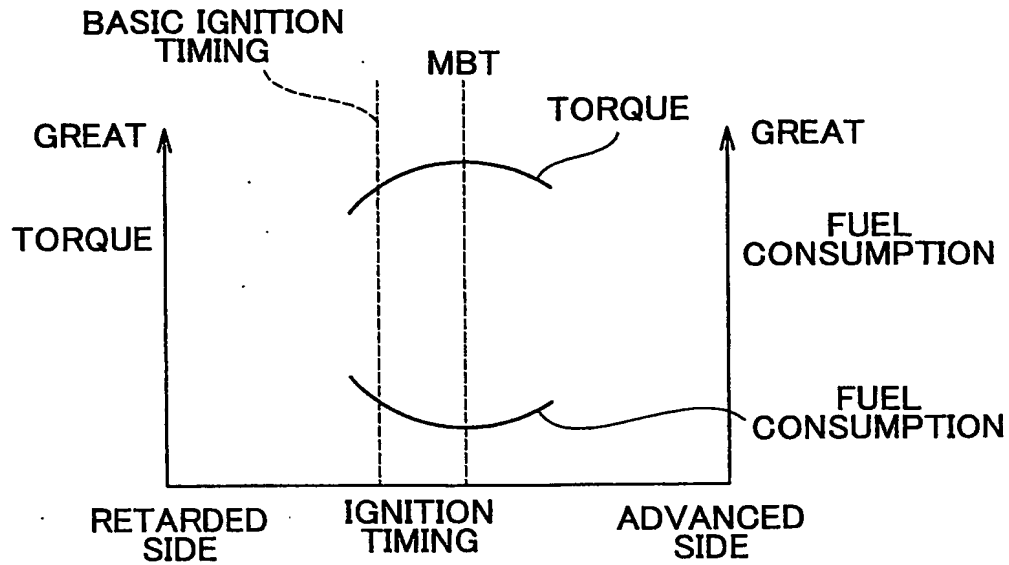


FIG. 20

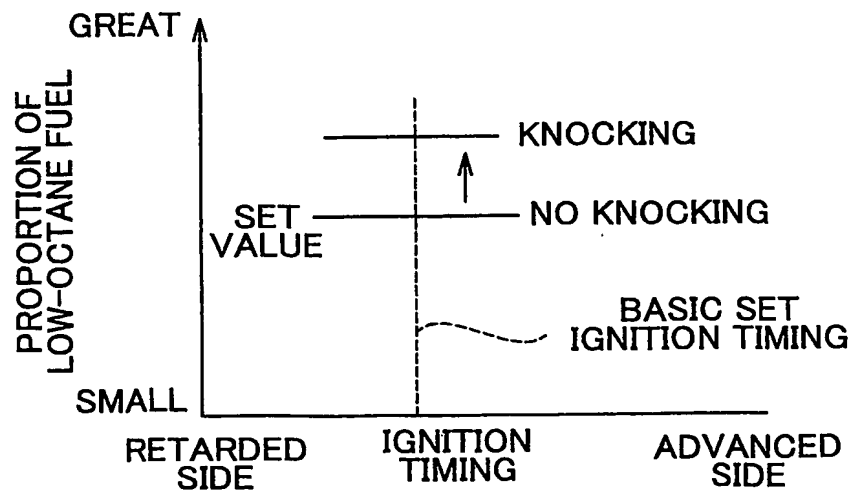


FIG. 21

